GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:210
ANSWERED ON:17.03.2005
OPERATIONAL COST OF INDIAN RAILWAYS
Nahata Smt. P. Jaya Prada;Singh Shri Rajiv Ranjan (Lalan)

Will the Minister of RAILWAYS be pleased to state:

(a) whether the operational cost of Indian Railways is higher than that of China, America and France;

(b) if so, the details of operational cost of railways in India, China, America and France, country-wise; and

(c) the steps taken/proposed to be taken by the Government to reduce the operational cost in railways ?

Answer

MINISTER OF RAILWAYS (SHRI LALU PRASAD)

(a) to (c) A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO.210 BY SHRI RAJIV RANJAN SINGH `LALAN` AND SHRIMATI JAYAPRADA T O B E ANSWERED ON 17.3.2005 REGARDING OPERATIONAL COST OF INDIAN RAILWAYS .

(a) & (b) No statistics is maintained by Ministry of Railways regarding details of operational cost of railways of China, America and France. However, based on statistics contained in the publication `International Railway Statistics` brought out by the International Union of Railways (UIC), Paris, data for the year 2002 is furnished below for America and France. So far as China is concerned, UIC had advised that Chinese Railways do not use international accounting system and based on the internal statistics the performance figures have been furnished.

Country/ Railway	Currency in millions	Route length in Km.	Operating Expenses	Operating Income	Ratio of operating expenses to operating income
France (SNCF)	Euro	29352	15415	15398	1.001
America (AAR Class I and AMTRAK)	Euro	235071	34749	39620	0.877
China	RMB	59530	131070	142048	0.923
India	Rupee	63140	379969	411477	0.923

Remark: 1. SNCF : Societe Nationale des chemins de fer Francais
2. AAR Class I : Association of American Railroads Class I
3. AMTRAK: National Railroad Passenger Corporation
4. RMB : Chinese currency i.e Renminbi
5. American Railway figures have been converted into Euros

(c) The important cost cutting measures taken/proposed to be taken by the Railways to reduce the cost of operation include the following:

(i) improvement in technology such as high horse power locomotives

(ii) introduction of new coach/wagon designs like LHB higher passenger carrying capacity coaches with higher reliability and lower maintenance costs

(iii) reduction of energy consumption by conservation of energy through various means, availing energy tariff benefits, reducing maximum energy demand etc.

(iv) system improvement by increasing interval between train examination, mechanised material handling etc.

(v) manpower planning , and

(vi) austerity in administrative expenditure by exercising control over expenditure on hospitality, traveling expenses etc.